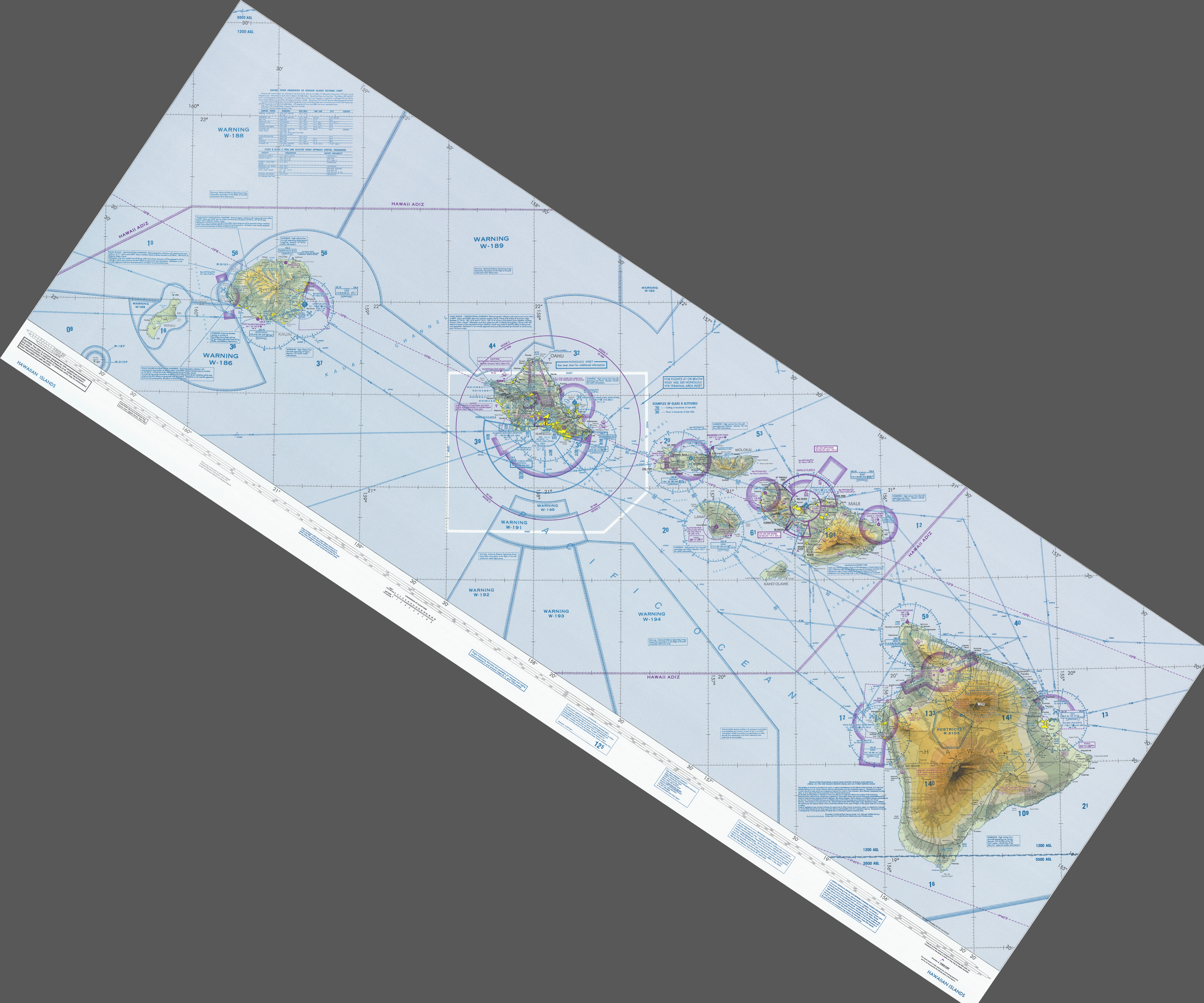


HAWAIIAN ISLANDS
WARNING W-188
WARNING W-189
WARNING W-186
WARNING W-190
WARNING W-191
WARNING W-192
WARNING W-193
WARNING W-194
WARNING W-196
HAWAII ADIZ
KAUAI
NIIHAU
OAHU
MOLOKAI
LANAI
MAUI
KAHO OLAWE
RESTRICTED R-3103
FOR FLIGHTS AT OR BELOW 9000' MSL SEE HONOLULU VFR TERMINAL AREA INSET
EXAMPLES OF CLASS B ALTITUDES
1200 AGL
5500 AGL
5500 ASL

HAWAIIAN IS

MARIANA IS

SAMOAN IS

LEGEND

Airports having Control Towers are shown in Blue; all others in Magenta. Consult Pacific Chart Supplement for details involving airport lighting, navigation aids, and services. The additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard surface — Seaplane Base

Hard-surfaced runways 1500 ft. to 8999 ft. in length

Hard-surfaced runways greater than 9000 ft. in some multiple runways less than 9000 ft.

Dual- or parallel hard-surfaced runway configuration indicates approximate CL to CL runway separation.

Hard-surfaced runways 9000 ft. or greater and at least one runway has a parallel runway 5700 ft. or greater in length

AIRPORT DATA

See Instrument Approach Procedures Charts for complete data.

Airport Name — Location Identifier

Control Tower (when not in operation, indicates CTAF) — Elevation

Pilot-Controlled Lighting (Activation procedure varies, see Chart Supplement) — Configuration, U.S. Naval Airfield

Rotating Beacon (when not in operation, indicates CTAF) — Segmented Circle

ATIS — Airport of Entry

ASOS — Automated Surface Observing System

AWOS — Automated Weather Observing System

ADDITIONAL AIRPORT INFORMATION

Private (PVT) — Airport/Landing Area open to the public without restriction

Military — Other than hard-surfaced, all military airports, seaplane bases, and landing areas. Consult Publication FLIP for complete airport information and limitations.

Hard-surfaced runway(s) 8000 ft. or greater

Hard-surfaced runway(s) 10,000 ft. or greater

Unpaved runway(s) 3000 ft. or greater

Unpaved runway(s) 5000 ft. or greater

Lighted

Rotating Beacon Not Operating

Services - Fuel available and field tended during normal working hours. Consult Publication FLIP for complete airport information including hours and fees. Ice Free (ICE) up to 6,000 ft. Heliport. Landing area for helicopters only. Seaplane Base. Airport with hard-surfaced runways greater than 8999 ft. Airstrip airport closed or operation limited to Sunrise - Sunset.

AIRPORT TRAFFIC CONTROL

AIRSPACE INFORMATION

Only the controlled and reserved airspace affective from 14,500 ft. MSL are shown. Consult Publication FLIP for complete information.

Class B Airspace

Class C Airspace Shelves (see FAR 91.215(b&c))

Class C Airspace

Ceiling of Class D Airspace if less than 3000 ft. above airport elevation; value indicates surface up to which Class D Airspace extends

Class D Airspace

Class E Airspace with floor 1200 ft. or greater above surface of the earth

Class E Airspace with floor 700 ft. or greater above surface of the earth

Class E Airspace floors at 2000 MSL

Class E Airspace floors at 1200 MSL

Class E Airspace varies or 1200' AGL, unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways - Airways are precipitous mountainous - Airways are affected towards surface when unusable intervening terrain exists.

Class E Airspace low altitude RNAV Routes (T-routes) - Airways are precipitous mountainous and unusable.

Prohibited, Restricted, and Warning Areas, Military Operations Areas, Alert Areas and MOA - Consult Publication FLIP for complete information.

Special Airport Traffic Area (Run FAR 93 for details)

Airport Advisory Area - Communication Area

ADIZ - Air Defense Identification Zone (Run FAR 99 for details)

National Security Area

Terminal Radar Service Area (TRSA)

MTR - Military Training Routes

COMMUNICATION BOXES

Location Identifier — Frequency

Control Tower — Ground Control

Clearance Delivery — Automatic Terminal Information Service (ATIS)

Unicom — Multicom — Pilot Control of Airport Lighting — Flight Service Station

Remote Communications Outlet

Limited Remote Communications Outlet

Consult Publication FLIP for complete information.

RADIO AID TO NAVIGATION

VHF OMNI RANGE (VOR)

VORTAC

VOR-DME

VOR/TAC, VOR/DME, or MIL TACAN

Non-Directional Radiobeacon (NDB)

NDB - OMNI

OBSTRUCTIONS

1000 ft. and/or lighted

Group Obstruction

Obstruction with high-intensity lights; may operate part time

Obstruction with high-intensity lights; more than one level (1149) or height above ground (1149) or elevation above mean sea level

Obstruction with elevation unverified

NOTICE: Data on obstructions should be used with caution.

MISCELLANEOUS

Weather Reporting Station

Weather Reporting Station (Limited Hours)

Glider Activity

Parachute Jumping Area (See Chart Supplement)

Aircraft Arresting Gear (See Pacific Chart Supplement for airfield specifics)

TOPOGRAPHIC INFORMATION

Roads & Miscellaneous Features

Railroad

Power Transmission Line

Aerial Cable

Landmark Feature (Lighthouse, Windmill, etc.)

Outdoor Theater

Cultural Feature (Church, Mosque, Tower)

Coast Guard Station

Race Track

Tank - water, oil or gas

Mine - Quarry - Gravel Pit

Wreck

Mountain Pass

Spot Elevation (Unverified)

Prime airfield does not indicate a recommended route or direction of flight. Consult Publication FLIP for recommended instrument airfields.

Hazardous flight conditions may exist in the vicinity of these airfields.

Recommended Landing Area

Lighthouse

Historical Site

Religious and Features

SPECIAL USE AIRSPACE ON HAWAIIAN ISLANDS SECTIONAL CHART

Unless otherwise noted altitudes are MSL. Times are local. "SR" or "SS" indicates sunrise "S and including" "SS" or altitude means "S and including" "SR". Effective dates are for ground communications. Contact nearest FSS for information.

U.S. P—PROHIBITED, R—RESTRICTED, W—WARNING, A—ALERT, MOA—MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY / CONTACT FACILITY	FREQUENCIES
R-3101	12, UNLIMITED	0600-1800 HAST		
R-3103	10, 30,000	0600-1800 HAST 0600-1800 HAST (1 JUL to SEP)	HCF, ARTCC	
R-3107	10, FL 180	0700-1200 HAST 1730-2400 HAST	HCF, ARTCC	
A-3108 A	10, SLY AND WLY, 9000	0700-0900 HAST, M-FSUNA	HCF, ARTCC	
A-3108 B	9000, SLY AND WLY, 18,000	0700-0900 HAST, M-FSUNA	HCF, ARTCC	
A-3108 C	10, SLY AND WLY, 9000	0700-0900 HAST, M-FSUNA	HCF, ARTCC	
A-3112 A	10, SLY AND WLY, 9000	0700-0900 HAST, M-FSUNA	HCF, ARTCC	
A-3112 B	9000, SLY AND WLY, 18,000	0700-0900 HAST, M-FSUNA	HCF, ARTCC	
A-3112 C	10, SLY AND WLY, 9000	0700-0900 HAST, M-FSUNA	HCF, ARTCC	
W-188	10, 9000	CONTINUOUS	HCF, ARTCC	
W-189	10, 9000	CONTINUOUS	HCF, ARTCC	
W-190	10, 9000	CONTINUOUS	HCF, ARTCC	
W-191	10, UNLIMITED	0600-1800 HAST 0800-1400 SAT-SUN	HCF, ARTCC	
W-196	10, UNLIMITED	0700-2200 HAST 0700-1200 SAT-SUN	HCF, ARTCC	
W-331	10, 9000	0700-2200 HAST 0700-1200 SAT-SUN	HCF, ARTCC	
W-332	10, UNLIMITED	0700-2200 HAST 0700-1200 SAT-SUN	HCF, ARTCC	
W-333	10, 9000	0700-2200 HAST 0700-1200 SAT-SUN	HCF, ARTCC	
W-334	10, UNLIMITED	0700-2200 HAST 0700-1200 SAT-SUN	HCF, ARTCC	
W-336	10, 3000	0700-2200 HAST 0800-1400 SAT-SUN	HCF, ARTCC	
A-351	10, 000, AGL	0700-2200	HCF, ACO	

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

HAWAIIAN ISLAND REPORTING SERVICE FLIGHT WATCH STATION AND CHECK POINTS

Legend

- A CHECK POINTS
- PUBLIC AIRPORTS (STATE)
- PRIVATE/MILITARY AIRPORTS
- LANDMARKS

Consult appropriate NOTAMs and Pacific Chart Supplement for additional procedures and current information.

Island Reporting Service is available to all civil pilots under the following conditions:

(1.) A VFR flight plan is filed and Island Reporting Service is specifically requested by the pilot. Pilots are encouraged to report their departure time, route, and estimated time of arrival directly to a specialist provided the pilot indicates the total time he intends to remain in a specialist area enroute on his flight plan.

(2.) The aircraft is equipped with a functioning two-way radio compatible with the communication outlets to be used.

(3.) The pilot makes a careful preflight planning attitude are such that communications can be established with the flight watch stations over the designated flight watch points.

(4.) Island Reporting Service begins after two-way radio communications have been established with the first flight watch station on the route.

(5.) The pilot makes enroute radio contacts when over or passing the designated flight watch points. Pilots also provide an estimated time, in minutes, to the next reporting point.

(6.) Pilots should maintain communications with each flight watch station as designated whenever practicable. FAA facilities will attempt to establish contact with the flight, or the next contact is made within fifteen minutes and other stations have no information, the aircraft will be considered overdue and Search and Rescue will be alerted.

(7.) In case of aircraft radio failure, the pilot should land at the nearest airport and notify the flight watch station when he arrives.

(8.) Island Reporting Service is not available between Niihau and Kona via South Cape Hawaii, and along the north shore of Kauai.

HONOLULU RADIO

HONOLULU CLASS B

HONOLULU CLASS C

KAHULUI CLASS C

HANA CLASS D

NOTE:
NOT TO SCALE -
NOT INTENDED FOR NAVIGATION

NOTE: DOD USERS, REFER TO CURRENT DOD RADS FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION OUTSIDE OF U.S. AIRSPACE

CONTROL TOWER FREQUENCIES ON SAMOA SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency(ies). Information for each tower is listed in the table below. Operational hours may be by NOTAM. When a part-time tower frequency is changed to a unicom, multicom, or CTAF frequency, the change will be announced by NOTAM. Consult the Pacific Chart Supplement for complete information. Asterisk (*) indicates part-time tower frequency is changed to a unicom, multicom, or CTAF frequency. Aeronautical Sectional Information Service (ASIS) frequencies shown on the face of the chart are primary VHF CAFE frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours. Consult the Pacific Chart Supplement for complete information.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
PAGO PAGO INTL (PPG)	CONTINUOUS	118.3	121.9	128.2	

SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

82ND EDITION EFFECTIVE 06 MAY 2010

19TH PRINT 21 OCT 2010

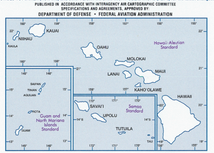
Includes airspace amendments effective 08 APR 2010

and all other aeronautical data received by 11 MAR 2010

Information on this chart is compiled from sources that change frequently. Users should update every 56 days in the PACIFIC CHART SUPPLEMENT Chart Bulletin section (online at http://charts.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED UNDER THE JOINT CIVIL/MILITARY COMMITTEE ON AERONAUTICAL INFORMATION SPECIFICATIONS AND AGREEMENTS, APPROVED BY

DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION



CONTOUR INTERVAL 1000 feet

Intermediate contours shown at 500 feet

HIGHEST TERRAIN elevation is **13796** feet

located at 19°41'N - 155°28'W

Spot elevation 4204

Spot elevation 2000

Doubtful locations are indicated by omission of the point locator (dot or "+")

ELEVATION TINTS

FEET	METERS
14000	4000
12000	3500
10000	3000
8000	2500
6000	2000
4000	1500
2000	1000
1000	500
SEA LEVEL	SEA LEVEL

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are charted. Route width is 5 nm either side of centerline.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FAA Flight Service Station for route changes that may affect your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

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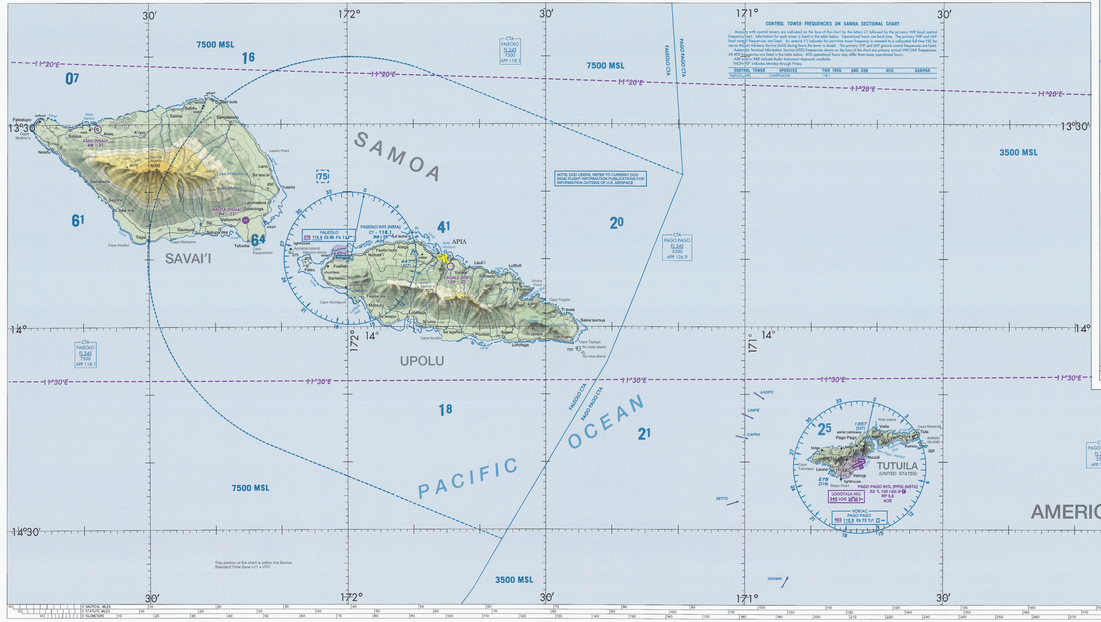
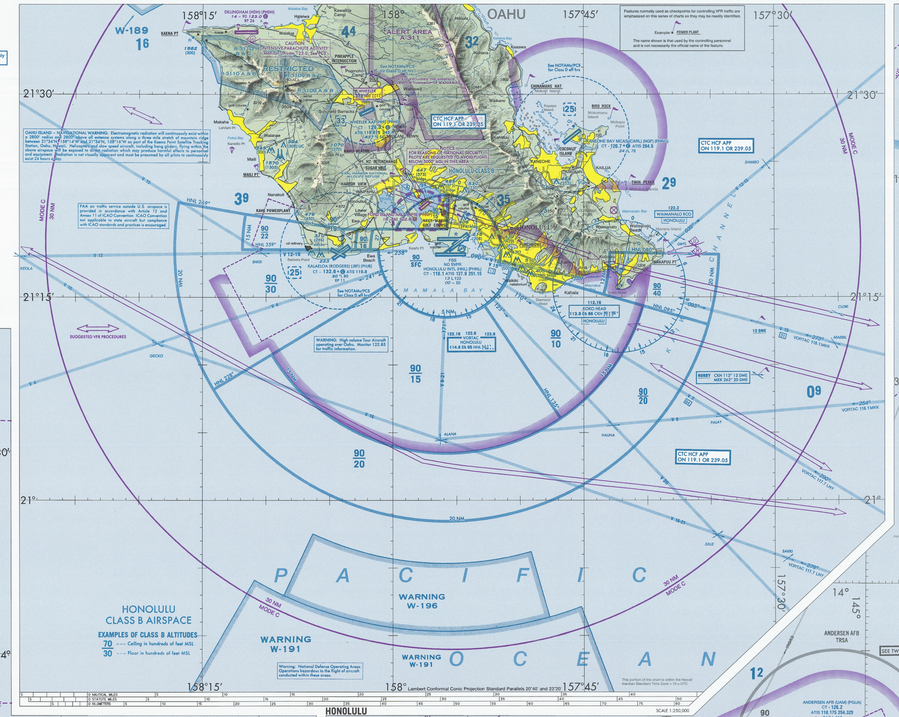
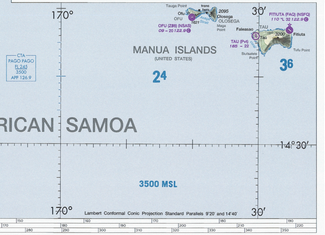
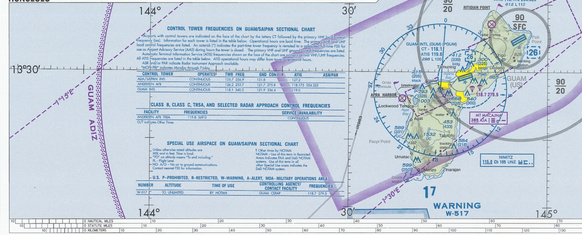
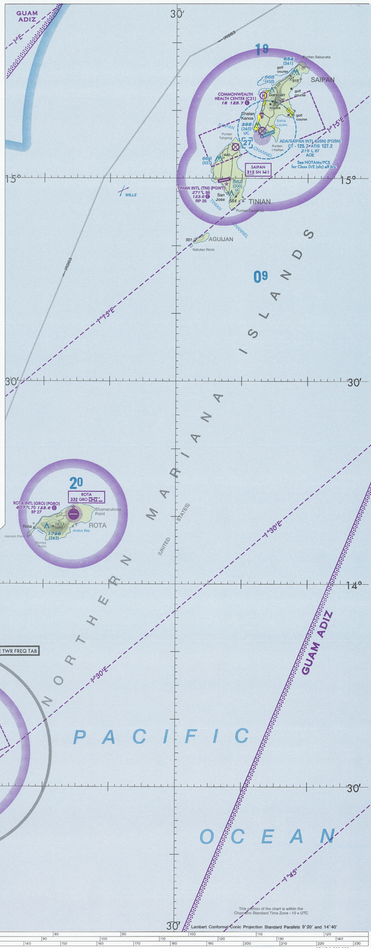


SAMOA IS







GUAM - SAIPAN